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THE NEW FREEMAN REPORTS
HERAPION No. 1
HERAPION No. 2
HERAPION No. 3

OUR PEKING LETTER

(From Our Own Correspondent.)

Peking, June 18.

The dramatic developments of the past week in Hunan seem to have startled the authorities so thoroughly that they have not yet recovered from their surprise. This would seem to be judging from the fact that little or nothing has been done to counteract the effects of the coup. An explanation of this apparent indifference is that the advance of Lu Yung-ting's troops and their occupation of Changsha falls in with a pre-arranged plan. Indeed, it is difficult to think otherwise when it is recalled that the withdrawal of General Wu Peifu's troops made it possible for the demonstration to be made against General Chang Ching-yao, the unpopular tuchun of Hunan, which was successfully carried out. Chang not only lacked support from the other northern commanders of the province but his own troops mutinied, thus causing the debacle which has plunged him into the deepest ignominy.

Government action has not been very impressive. After a day or two a mandate was issued depriving Ching-yao of his titles and offices but yet paradoxical as it may seem he is still functioning as tuchun "in order to relieve the situation." Wang Chang yuan, the tuchun of Hubei, has been appointed inspecting commissioner over the Liang Hu. This sounds like a victory for the Chihli party until we read that General Wu Kwang-hsin has been appointed to assist him, which means that he goes down with a watching brief from the Anfu party. As a matter of fact, the latter is "stated" as the succeeding tuchun of Hunan. Whether the Southerners who have made their own nominations will stand for this remains to be seen. At any rate, enough has been said to indicate the complications which have set in.

Arising out of China's very vague reply to the Japanese note urging China to open direct negotiations with Japan concerning the restoration of Kiaochow, another Note has been presented to the Chinese Government in which Japan expresses willingness to treat the withdrawal of troops from the Shanghai Railway zone as a separate issue from the main question of the restoration of Kiaochow. Official Chinese declare however that though the Japanese express themselves in this fashion yet in actual conversations they link the two subjects together. As a matter of fact, China recognises that by declining to sign the German Peace Treaty she is in a strong position and is not likely therefore to weaken it in any way by negotiating with Japan under any pretext whatever.

In this connection it may be mentioned that the ratification of the Austrian Peace Treaty which gives China her place in the League of Nations may be expected in a day or two. Apparently the text of the document has to be published and as it is rather lengthy this explains the delay.

It must have been with surprise that most people learned a few days ago that China had refused to sign the Treaty of Peace with Turkey. Fortunately there is no fresh difficulty giving cause for such decision. Either of two reasons is good enough. One is that China did not declare war against Turkey, but the real reason is that the treaty with Turkey maintains for a period of five years the capitulations under which the Foreign Powers enjoy extraterritorial privileges in Turkey and China would be inconsistent were she to a party to the enforcement upon Turkey of a principle which she herself is opposing strongly.

The Peking students, it will be remembered, showed how advanced they were a few weeks ago by demanding that examinations should be abolished and that the time devoted to these be employed in additional work. Chancellor Tsai Yuan-pai appointed the sentiments of the students in seeking to devote more time to study and in order to meet their wishes said that the examinations would be held as usual at the end of June but that work would be continued afterwards through the

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troops on all fronts that it was their first duty to protect foreigners. Foreign gunboats, however, will assist in suppressing the piratical tendencies of the soldiery on the Upper Yangtze.

EARLIER TELEGRAMS.

ITALY'S NEW PREMIER.

Rome, June 24.
The Chamber Signor Giolitti announced the composition of the Cabinet and said the Government did not favour a protectorate in Albania but desired her independence. He explained the Bill modifying the Constitution, whereby it was proposed that parliamentary sanction should be necessary in future before war was declared or treaties valid. Other forthcoming Bills provide for cultivation of wheat and cotton in Italian colonies, especially Somaliland, legislation for surrender of war profits to the State, increase of death duties and taxation of all kinds of financial securities. He declared that Italy must establish without delay friendly relations with all nations as well as the Allies, and begin unrestricted normal relations even with Russia. He promised strong measures to reduce prices. He would ask for parliamentary powers to deal with speculators.

THE DARDANILLES FORTS.

London, June 25.
The "Times" correspondent at Chanak, in the Dardanelles, says that the process of destroying the eighty guns in the forts in the Asiatic shore, from Kephez to the western mouth of the Straits began on 21st June. One British and one Indian battalion carried out the operations, proceeding thither nightly by warships. The Turkish guard, who did not resist, were disarmed and kept in custody till the work was completed. The monster guns of Hamidieh fort were blown up, with deafening explosions.

HEROES' GARDEN PARTY.

London, June 26.
There was a remarkable scene in London to-day. Some four hundred winners of the Victoria Cross in this and former wars marched from Wellington Barracks to Buckingham Palace to attend the King's garden party in their honour. A huge crowd cheered the heroes, who were preceded by the Guards band, especially the disabled men, who were conveyed in a dozen motor cars.

THE NEW SHIPPING RATES.

London, June 25.
The "Times" states that owing to the rise in working costs the passage rates of British companies to India, Australia and the Far East are being increased to £46 for Port Said, £78 to £90 for Bombay and Karachi, £108 to £114 for Penang and Singapore, £114 to £120 for Hongkong and Shanghai.

LABOUR'S GOOD SENSE.

London, June 25.
The Labour Conference rejected a motion that the Labour Party secede from the second International, also a motion that the party apply for affiliation in the third Communist International, by card votes of a million to half million and 2,340,000 to 225,000 respectively.

MELBOURNE LIGHTING.

Melbourne, June 26.
The situation in the electricians' and gasworkers' strike is now most hopeful, employers and workers having arrived at a compromise.

PRINTING DISPUTE SETTLED.

London, June 25.
The printing trades' dispute has been settled.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)
FATAL MEASURER FIRE.
Singapore, June 28.
In consequence of the fire on the Masteycker, one man and four children were drowned and nine persons are missing. The Masteycker left Labuan on the 25th, for Sourabaya, under her own steam, but was wrecked by a steamer for Singapore in the night, because the Masteycker's compass was destroyed.

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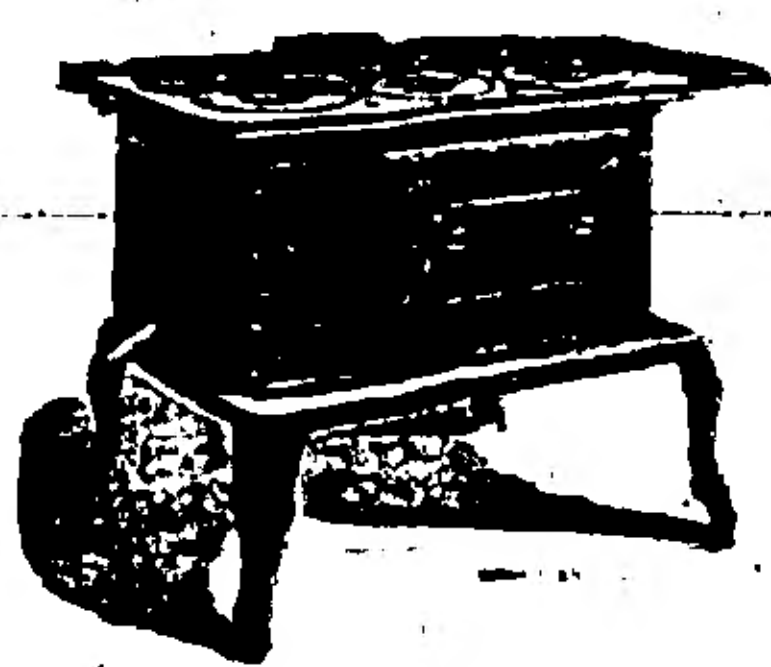
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GOLFING DAY DREAMS.

THE DIFFICULTY OF
"PLAYING FAIR."

It is a fact too obvious to be insisted upon that our own dreams are extraordinarily interesting and those of other people an infernal nuisance, says a writer in the Times. Nevertheless, it is one that other people do not appear to appreciate. When we tell them our dream, because it is certain to amuse them, their minds appear to wander. They barely give us time to finish before beginning a long rambling and incoherent story with the words, "I was in a large, curious sort of place, I think it was a kind of room, and there seemed to be a lot of people all round, I don't quite know who they were"—ugh! it is too appalling to think of.

It is therefore, a good thing on the whole that golfers do not dream about their game. At least, I never remember to have been hemmed into a corner by some one who wanted to tell me his dream of how he suddenly found himself dressed in cloth of gold and playing with left-handed clubs against Harry Vardon, and, though the world is doubtless the poorer for it, I cannot recall a single golfing dream of my own. Neither, so far as I know, has anyone ever dreamed the name of the man who was going to win the monthly medal and make a small fortune by backing him, and that though there are fully as many liars among golfers as in any other class of the community. If Old-Duk-Oie had some golfing pictures painted on the beautiful umbrella that he holds over us when we have been good, what lovely golfing dreams he could bring us; but, as he is a Danish dream-god, I suppose golf is not in his repertoire, and so we have to content ourselves with dreams.

These golfing day dreams are a very doubtful pleasure. When they relate to the past they turn too often on the more disastrous of our rounds, the matches that we just lost but ought to have won, the medals that we threw away. Unless we are very tired indeed, we seldom lie awake over the strokes in a victorious game, or if we do, it is almost worth it, because the bad shots have already grown mercifully misty; all that we recall vividly is the delicious "plop" with which the enemy's ball buried itself in the bunker before the home green or the rattle of our triumphant ball against the tin. It is far otherwise with a round that ended in failure. It may even have been in other people's eyes glorious failure. We, hateful, tossing, tormented know better than that. There never was a round yet that could not have been improved upon, and it is just that one fatal stroke that, plays itself over and over again with every kind of club and style and stance except the one that we adopted. Worse still, if our undoing came not merely from a bad stroke, but from bad judgment. Suppose we went for the bunker when we ought to have played short; suppose we laid ourselves a symble; suppose we laid our partner. Only the dots that Mr. H. G. Wells is so fond of can end such a sentence. THINGS TOO GOOD TO BE TRUE.

Indeed, these waking dreams of golf that is past make too painful a subject. Dreams of the future, if no less futile, can be delightful before the round, for do their memories, as a rule, come back to mock at us after it. Our vanity was wild enough in dreams of the past when it would not excuse us for just one bad shot, but now it soars to unknown heights of blissful idiocy. Let us suppose that we have a round to play a few days hence with a card and pencil. We sit back in an easy chair, perhaps with a pipe, to think about it. We may begin with a studied restraint and modesty. It would

BAMBOO FOR PAPER.

PROF. DUNSTAN ON WOOD
SUBSTITUTES.

Professor Dunstan, discussed with a representative of The Times recently at the Imperial Institute, of which he is Director, the crisis in the paper trade, and suggested substitutes for the pine and spruce wood pulp, the raw material from which the bulk of the world's paper is manufactured. Much valuable work is being done at the Imperial Institute in experimenting with various wood substitutes, and in Professor Dunstan's opinion bamboo is by far the most helpful of the new substances upon which tests have been carried out.

Esposito grass, which grows in great quantities in Tunisia and Morocco, has excellent qualities, but to be used with success it would be necessary to work it up to what is known technically as "half stuff" where it grows. That operation can only be carried out after importing fuel and chemicals, and securing a first-class supply of absolutely pure water. South Africa is rich in grasses of the right sort, but what promises far greater results is wattle bark. Great use is made of this commodity in tanning, and the bark, after it has been used for this purpose, is more or less waste material. It has not been found to make excellent paper and to bleach well. A recent development has been to extract the juices for tanning from the bark and ship these to Great Britain in place of the material itself.

In Australia straw and Karna wood promise well and the latter might be used, also, in India and Uganda. Uganda has a great asset in the Masindi soda lake. But the bamboo, said Professor Dunstan, promises more than any of these. It has the advantage that it may be grown in almost any quantity anywhere, and it is not difficult to work up. The Malay States, India, and Singapore seem the ideal places for cultivating it extensively; but in choosing locations where bamboo plantations might be reared and pulp manufactured the first consideration must always be that of transport.

In Professor Dunstan's opinion the best way to get over the present difficulty is for consumers to form an association of their own, much on the lines of the British Cotton-Growing Association, to encourage and plan the production of pulp in the Colonies and dependencies.

be absurd, we say to ourselves, to dream too good a round; that would give an air of unreality. We are sure to drop just a stroke or two, and it would be only fair to allow for them accordingly. Yet, when it comes to the point, it is extraordinarily hard to play fair. It is rather as if used to be when, as small boys, we used to play county cricket matches by dabbling with a pencil at a piece of paper marked out in squares, which contained singles and fours and caughts and bowleds. Our eyes were tight shut, and we meant to be honest, but, somehow or other, when Kent was playing Surrey and W. W. Read, let us say, was batting to Martin, his redoubtable wicket was not long in falling. Lord Harris, on the other hand, was marvellously fortunate; time after time the pencil hovered for a moment and then came down on a four.

So it is in this grown-up game of ours. We are entitled to a good start, of course, and so may legitimately reel off the first three holes in perfect figures. Then comes the rub: it is about time that we made one of our few mistakes, but the fourth hole does not seem quite a suitable one. It is an easy hole, and one we have constantly done in four! There is a whole parish to drive into and there is really nothing in the

THE NAVY.

PROMOTION FROM LOWER
DECK.

In the House of Commons, on a vote for the £450,000 for educational services, in connection with the Naval Estimates, Sir D. Maclean emphasised the immense importance, owing to the ravages of war, that the men in all the fighting services should be as far as possible trained for their return to civilian life once again. We had lost 1½ millions of the very best of our young men, so that there was an urgent national need for trained men when discharged from the services.

Mr. Walter Long (First Lord of the Admiralty) said the arrangement made for the taking of a certain number of naval officers at Cambridge University had been abundantly justified, and was really only controlled by the limit of accommodation. The intention was to close Osborne College next year, and retain only one educational establishment at Dartmouth. Those who had entered the service from public schools had proved to be most excellent officers, but they had no intention of abolishing the naval college system. These establishments secured for them a certain number of sons of naval officers who otherwise might have great difficulty in getting into the navy. Sir D. Maclean asked whether the educational plans were being shaped so that young fellows on the lower deck might avail themselves of the new scheme enabling them to rise to commissioned rank.

Mr. Long said the educational opportunities were placed at the disposal of everybody on the lower deck. They were approaching the question of throwing open the commissioned ranks to the lower deck not only with a genuine desire that it should be successful, but with the determination that they would leave no obstacle likely to prevent boys having this fair opportunity. In further discussion Captain W. Benn said he did not think the Admiralty had given any really satisfactory assurance that the sons of poor parents should be able to get into the service as did the sons of the rich. The door to the three services should be freely open to all classes of the community.

Mr. Barnes, having made a special study of this question, assured the Committee that there was very little chance of a poor boy becoming an officer of the navy. The object should be to ascertain where were the best brains and give the youths who possessed them the chance of getting to the top of the tree—(cheers).—the scheme of Lord Fisher having proved a failure. The general tendency in the last few years had been to supplement the entries at Osborne and Dartmouth by drawing boys of 17 or 18 from the public schools, and this he favoured, because they were drawn from a larger section of the community and because he did not like taking boys of very tender years and training them as if they were entirely wedded to the navy. The navy ought not to be divorced from the civil community. (Cheers.)

Sir J. Craig (Financial Secretary to the Admiralty) assured the Committee that an endeavour was being made to meet many of the difficulties that had been pointed out.

Captain Benn told the Government that many members were earnest for the establishment of a scheme under which the boy without money or social influence would be put on a level with the best for entry into the commissioned ranks. (Cheers.)

Major E. GRAY (C. I. Accrington) considered that in this matter the claims of the public elementary schools should not be overlooked, and reminded the Committee that in the late war thousands of lads who came from these schools won commissions in the army. (Cheers.)

The vote was agreed to.

pitch. We might miss a short putt to be sure, but—no we will do it in four. And so we go on the whole way round, putting off the evil day, and at the end, without having done anything of course that we are not perfectly capable of, we have dreamed a 70, and the professional record is 72. And after all it is a very amiable weakness.

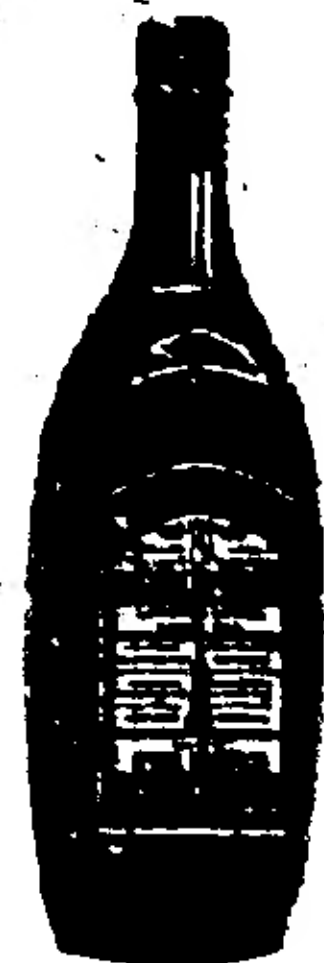
If there were dreams to sell. What would you buy? Some cost a passing bell; Some a light sign— But these golfing dreams cost nothing at all. So why shouldn't we have the very best?

NOTICES.

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FLAGS, Boy Scout Patrol Flags; bear, deer, cow, bulldog, cobra, bat, beaver, boar, eagle, etc., 50cts.

SHOULDER KNOTS, Boy Scout Shoulder Knots; colours, purple & white, blue & white, green & white, 10cts.

LANYARDS, Boy Scout Lanyards, Khaki Twisted cotton, strong & durable, medium length, 20cts.

WHISTLES, Boy Scout Regulation Oxidised Whistles, 50cts.

KNIVES, Boy Scout Knives, good quality, Sheffield steel, with splicing awl, \$1.00.

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CONSCIOUSNESS IN PLANT LIFE?

MESSAGE FROM DYING LEAF.

Is science on the eve of discovering a means of eliminating pain and of retarding death?

Such possibilities were suggested in a lecture on "The Control of the Nervous Impulse" delivered by Sir Jagadis Chunder Bose to the annual meeting of the Parents' National Educational Union, in Westminster School, Sir Jagadis said that as the result of 20 years' investigation of plant life he had discovered that plants have a nervous system corresponding to that of animals. The plant was merely a stationary animal and the animal a moving plant.

The plant was dumb, but he had evolved a script recorded by certain delicate instruments by means of which the plant revealed its silent history. He had found that plants were subject to sleep, although not, as popularly supposed, when their leaves were closed. A plant was awake until 5 a.m., and then fell asleep from 8 a.m. until 9, and regained full consciousness at noon.

Under the influence of alcohol, plants were suddenly exalted and then depressed.

All plants were sensitive, even the humblest carrot. (At this point the lecturer showed his audience the script traced by a carrot under the influence of chloroform.) The same drugs which affected the human heart affected plant tissues in a similar manner. There was a great opportunity, he thought, for medical research.

Another script diagram revealed the dying message on a leaf severed from its parent stem. "Death," said Sir Jagadis, "enters by the cutting, and it creeps along with very definite steps. I have been able to retard the death march from 24 hours to a fortnight. That means the retardation of death."

Recently, he had been experimenting to discover if he could control the nerve particles of plants, and had found that he could strengthen the nerves to resist pain or to convey increased impulses. Similar experiments had been tried on frogs, with corresponding effects.

If this could be done in the physical world, the will might achieve similar results in the metaphysical, so that "man need no longer be a passive agent in the hands of destiny." The most important thing to mankind was the power of auto-suggestion, of the power of the will. Who could define the power of will intensified by practice and concentration? The stimulus of will might play as important a part as the nervous shocks from outside.

EX-KAISER'S CURIOS

COLLECTION OFFERED FOR SALE.

New York, May 13.—The former Kaiser's debt to the German people will be liquidated in part by the sale here by auction next Saturday week of part of the household furnishings of the Hohenzollern palaces at Munich and Potsdam.

The sale, which is being widely advertised, will take place at the Madison-avenue Art Gallery, and the articles offered include porcelains, draperies, music-boxes, chandeliers, lamps, urns, ironies, clocks, curio cabinets, Oriental prayer rugs, and furniture of various periods. Many articles bear the Imperial crest of their former owner.

The collection was brought to America by Mr. Valdemar Fovelsen, Danish-American importer, who was attached to the American Army of Occupation. While in Berlin he succeeded in obtaining a permit to export it on the promise that the proceeds of the sale should be used to purchase foodstuffs for resale in Germany. The genuineness of the collection is vouched for by Mr. Eduard Haas, antique expert to Wertheim's in Berlin. Its value, apart from its historic worth, is estimated at £3,000.

According to the importer the collection represents part of the furnishings of the ex-Kaiser's palaces which had not been paid for when the war broke out, and which were seized by German tradepeople when he fled to Holland. Government officials intervened and took charge of most of the objects, but upon Mr. Fovelsen making representations that the collection would probably fetch a considerable sum from bidders here, he was permitted to export it. A week's private view of the collection precedes the sale.

HOW "ATROCITY" STORIES CIRCULATE.

CANON GREEN'S EXPERIENCE.

Canon Peter Green, of Manchester, writes, under date April 7th to the *Manchester Guardian*—

Referring to your paragraph in today's issue under the heading "British Officers tortured by Bolsheviks," would it be too much to ask that if Reuters' Agency has really received a letter from "a British officer serving in South Russia," describing the tortures inflicted on two British officers, we should be allowed to know (a) the name, rank, and regiment of the officer who writes the letter, (b) the names, ranks, and regiments of the officers killed?

I hold no brief for Bolsheviks, but I have learned utterly to distrust atrocity stories given on the authority of unnamed witnesses. The last time I ventured to question the report of a nameless atrocity, said to have been inflicted on a British officer, I got a letter the next day from a relation of my own who assured me that he had just been dining with a British officer whose own brother, in company with 70 other British officers, were being treated in a private hospital for the injury referred to. I at once wrote and said that if he would let me know the name of the officer, who had dined with him and told him the story I would visit him, if it were the other end of England. After some time, I got an answer to say that (a) when his informant said "a brother" he did not mean a natural brother officer, and (b) that when he said a brother officer he did not mean an officer from his own regiment, but merely an officer in the British Army, and (c) that when he said he knew of the hospital where the sufferer and 70 others were being treated he did not mean that he knew where it was, but merely that he had heard of its existence. Comment was needless. Since then this particular horror has been told me three times in different cities of England, the last time only a few weeks ago. Once it was told me by a highly-placed Church dignitary, whose brother "had to make all arrangements for receiving the sufferer when they reached England," but whose brother admitted, when questioned, that no such cases had come through, though "he was always expounding they might do so any day." The second time it was a Government official, who assured me that his department "had to do with the affair," but who admitted, when I pressed to be allowed to question someone who hadocular evidence of the matter, that he could find no one who knew anything at first hand. The last time it was a surgeon, who "knew of scores of such cases," but who had to admit, when pressed, that he had neither seen such a case nor met any other doctor who had.

When we remember that these stories fester in the minds of those who believe them, and hinder a return to mutual good will and understanding between nations, surely we are entitled to demand that they shall always bear the full name and description of the person vouching for them.

A CREW OF CAPTAINS.

SHIP WORKED BY HER OWNERS.

The three-masted motor vessel Admiral Keyes, which was recently unloading at Dover, having sprung a leak while on a voyage from London to Falmouth, is owned and worked by seven officers who commanded minesweepers during the war.

Lieutenant-Commander Thompson, whom his comrades unanimously elected as captain, was in command of the paddle minesweeper *Newbury*. She was extensively damaged by gunfire suffered considerable loss, and was set on fire when a German destroyer flotilla raided the Dover Patrol mine-sweepers in February 1918, and sank seven of them. By splendid pluck Lieutenant-Commander Thompson saved his vessel, which was towed into Dover. The German claimed to have destroyed the *Newbury*, which they called a cruiser. For his gallantry Mr. Thompson was awarded the D.S.O., and later in the war he won a bar to this decoration. When Mr. Thompson and his fellow officers bought a new motor vessel last year, they decided to name it after the Admiral commanding the Dover Patrol.

TOO COMPLICATED MOTOR-CARS.

CRAZE FOR "PROGRESS."

The Times motoring correspondent writes:—To be accused in these days of a reactionary spirit is the most walks of life to suffer the supreme insult. The present writer was recently roundly abused by readers of the *Times* for an exhibition of this deplorable spirit. He wrote in this column condemning in measured terms the modern craze for expensive engine starters and electric light sets on small and, at current rates, cheap cars. He held, and still holds, that the extra cost is not justified, and that neither starter nor electric lighting systems have yet reached that pitch of universal reliability which is looked for in every working part of a decent motor-car. It may be true that things do not often go wrong if the plant is properly looked after, but it is painfully true that there are several opportunities for failure, and that the average man who invests in a light car knows very little in deed about the internal economy of either dynamos or batteries; and he carries about £40 worth of the things about with him.

It is, of course, self-evident that electric light is at the present moment the most popular illumination system for motor-cars. Its superficial advantages are too patent to admit of argument. My contention is that until it is much cheaper and absolutely fool-proof—say, as infallible as the average carburettor or radiator, and as easy to maintain and repair—it is unsuitable for the impoverished, modest and economical motorist. Paraffin and acetylene both small, and the latter often gives a good deal of trouble. A very good generator, kept in apple order by somebody who understands its most secret yearnings, and can dismember it and put it together again in the dark, is a rare thing to meet with, but when it comes one's way, what is it not worth to the harassed motorist whose one abiding anxiety is to get home without running over things or being himself endangered? The price of many a beautiful electric set, I think.

For these heresies I have been severely criticised; yet is my faith in all the essentially simple things in motoring stronger than ever. I am quite unrepentant.

RELIABILITY FIRST.

Motor-cars to-day are becoming too complicated in relation to the comfort and convenience they afford. After all, the ordinary economical owner-driver wants one thing, and wants it badly—peace of mind, which is being interpreted, complete reliability. Certain parts of a car must always, consciously or unconsciously, occupy his thoughts. The car which requires no attention and no nursing of any kind does not yet exist. He is prepared to spend a certain proportion of his motoring life in attending to carburettors, magnetos, valves and other familiar matters. Their care is really, though he may not admit it, part of the essential joy of motoring. If you look after them properly the car goes well; the better you do your share the better the car goes. The time spent over them is not grudged, and even if a given carburettor or magneto should need more periodic or sporadic attention than another, the fact does not seriously impair the owner's peace of mind. These are things he knows how to combat, and he has been brought up to expect a little hard work over them. He does not mind, especially as his reward, in the improved running of his car, is instant and unfailing. He does not accuse the car of being unreliable.

It is everything unconnected with the actual running of the car that your average man looks for solid reliability. He wants his tires to last a long time, because the frequent changing of tubes and covers is a fatiguing, filthy and uninspiring business. He does not take the smallest personal interest in such primitive and unmechanical things. They are among the prices which must be paid for the incommunicable pleasure of car ownership. For this reason he likes detachable wheels and rims, which ensure for him the absolute minimum of time and trouble to be spent over tire maintenance. Very few owners will say, "The A.B.C. tires are the best," and mean precisely that. What they really mean is, "The A.B.C. tires have so far given me personally slightly less trouble, and anxiety than the

NEW ADVERTISEMENTS.

THEATRE ROYAL

TO-NIGHT!

HUMPHREY BISHOP GO'S

THIRD

COMPLETE CHANGE

OF PROGRAMME.

MODES GINETTE.

A PARISIAN LADY on her way through Hongkong, will consider it an honour to have the Ladies of Hongkong call at her apartments at the Hongkong Hotel, where she has on display a most comprehensive and varied assortment of Ladies' Hats of the very latest styles as well as some exclusive and ultra chic models.

Hand made Laces and Embroideries. She makes a specialty of altering and remodeling hats of other seasons at a very reasonable charge.

HOURS 10 to 1
4 to 6

ALSO BY SPECIAL APPOINTMENT
Room 250, HONGKONG HOTEL.

X.Y.Z. But I have no real faith in them, and in any case I have them and all their kind. They are the curse of motoring.

In just the same way he really, at the bottom of his heart, fears and mistrusts electric light and engine-starters. Perhaps not to so great an extent as in the case of tires. A first-class lighting set, properly looked after by a man who understands it, should be fairly reliable, and very often is. But nobody with the little and sometimes dangerous knowledge of mechanics which enables him to keep the rest of the car in reasonably good working order can honestly assert that the best of them give him the same peace of mind as the lowly oil lamp and the malodorous generator. He knows that, with his despised paraffin lamps, he can always get home. With electric lighting he does not know that. And that, to the experienced traveller, is the supreme aim. If you know that you can get home, you can face trouble with unflinching courage.

CHANGE FOR CHANGE'S SAKE.

In many directions it would be easy to point out that change for change's sake is far removed from progress. The most obvious example is probably the new fashion of multiplying the orthodox number of cylinders in an engine, in order to secure that flexibility and smoothness of running which the makers have been unable to obtain with a four or six-cylinder machine. That is, I think, the worst instance of retrogression as progress. Simplification, combined with increased efficiency, has, as a rule, been the aim of leading European designers. The road to efficiency and progress is not, easy, but the short cut, via intensive complication and extra cost, is nothing but a cul-de-sac. A 12-cylinder engine as a component of a commonplace everyday motor-car, is in conception about as progressive as tube ignition. It is the kind of idea which our hardy pioneers—had they thought of it—would have discarded in horror as primitive. And it is, workaday, road-finding efficiency is largely dependent on and akin to simplicity. An efficiency whose price is supercomplication none but those who buy a car as they would reserve a sleeping-car on a trans-European express can take serious interest. It is not, forgive me, Progress. It is barely Change. It is, in truth, Reaction. At the risk of incurring the grave censure of "progressives" I thus publicly register the sturdy regret of a motorist of many hundreds of thousands of miles of painful education for the demise of two "reactionary" features of motor design—chain-drive and low-tension magneto. To my thinking, chain-drive, properly designed, lubricated, and protected, is a better form of transmission for the general utility car than the live-axle. It is, if well worked out, at least as efficient—probably more so. It gives a sweeter drive and, having a certain degree of elasticity, promotes the life of every part dependent upon it. And, finally, it has one cardinal advantage for the man who uses his car over long distances and in varying districts, in that by the

changing of the sprockets the gear ratio of the car may be modified to suit the conditions of travel.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No.—379 & 380

NOTICE.

G.  R.

Licences for vehicles and their drivers are renewable on July 1st 1920 as follows:—

All motor vehicles, Motor vehicle drivers, trucks, carts, and vans. Regulation embossed number plates for all motor vehicles will be ready for issue on the 1st proximo, costing \$2.00 per set. They will be issued with the vehicle licence.

P. P. J. WODEHOUSE,
Captain Superintendent of Police.
Hongkong, 21st June, 1920.

NOTICE.

NATIONAL LOAN OF THE
THIRD YEAR OF THE
REPUBLIC (1914).

Subscribers to the above Loan are hereby notified that Redemption of the bonds drawn at Peking on the 9th. June, 1920, will begin on the 30th. June, 1920.

Payment in cash or its equivalent will be made at the Bank of China and Bank of Communications or any of the branches of the above banks and also at the Shanghai Office of the Hongkong and Shanghai Banking Corporation.

Bonds having as their two terminal numbers any of the following groups, viz. 09, 17, 22, 37, 50, 52, 59, 68, 76, 90, 95, are drawn bonds.

CECIL A. V. BOWRA,
Officiating Inspector General of Customs

at interim.
Inspectorate General of Customs.
Peking, 18th. June, 1920.

NOTICE.

BANK HOLIDAY.

Under Ordinance No. 5 of 1912, Thursday, 1st. July has been proclaimed a General Holiday and the Exchange Banks will be closed for business on that day.

Hongkong, 26th. June, 1920.

NIPPON YUSEN KAISHA.

From EUROPE and STRAITS.

THE Company's Steamship

"ATSUTA MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 6th July, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.

Hongkong, 29th. June, 1920.

WANTED.

CAPTAIN, A.S.C., 40 years ago single, served Egypt, Cyprus, etc., through war, 18 years Civil Service, and still there, sound mind and limb, fed up home conditions requires decent position. Hongkong or China.

First class public school athlete, winner all England Plate, Wimbledon, captain Middlesex tennis. Interview London. Particulars, Box 381 c/o "Hongkong Telegraph."

CAPTAIN, H.L.I., demobilised, Scotch single, 26 years age, engineer's training, service Mesopotamia, observer, R.A.F., wants employment East of Suez. At present in Scotland. All credentials and particulars from Box 382 c/o "Hongkong Telegraph."

WANTED.—European assistant manager for export department with old established British firm. Experience in South China exports essential. One with knowledge of French given preference. Good salary to right man. Give references and wages required Box No. 383 c/o "Hongkong Telegraph."

WANTED.—Position as Fire Assistant, General Office Assistant or Salesman by an experienced young man. Terms moderate. Apply Box 385 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—Part of ground floor of St. George's Building with two large show windows facing Ice House Street. Apply Shewan, Tomes & Co.

FOR SALE.

FOR SALE.—Two handsome single teak beds with box mattresses and mosquito nets complete; all in excellent condition; \$90. Box 384. "Hongkong Telegraph."

FOR SALE.—One Teak composite built Steam launch in excellent condition 70 ft. x 13 ft. x 8 ft. (sheathed). Compound surface condensing engines—10" x 20" x 12" stroke. Multitubular boiler 7" diameter x 8' long. W.P. 125 lbs. Speed about 11 Knots. Recently thoroughly overhauled and surveyed. Apply Box 376 c/o "Hongkong Telegraph."

Burglar & Fire-resisting.

SAFES.

"Prevention is better than Cure."

The Undersigned have just received a new consignment of Milner's Safes.

LAMMERT BROS.
Duddell Street.

NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

43, Bonham Road.

— Opposite the University —
Tel. No. 732. P.O. Box, 593.

Principal
JOHN P. JONES, B.Sc., M.E. Min.
The Institute affords Special Preparation (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations.

New Session has now commenced. Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations.

Private Tuition can also be had in these subjects.
Prospectus on application.

THE SERVICES.

NAVAL SCHOOLMASTERS' RANK.

In pursuance of the policy of the Admiralty to improve the position and status of the Schoolmaster Branch, a new order dealing with the actual and relative rank of officers in this branch has been issued. It has been decided that the provision laid down in 1918 that schoolmasters were to hold actual rank only among themselves, and as between themselves and officers of other branch relative rank only, is to be abolished. These officers will in future rank and command in the same manner as officers of other non-military branches, although they will continue to be under different regulations to those of the mechanical and non-mechanical classes of warrant officers as regards their rates of pay (including retired pay) and conditions of advancement. They will retain their present distinctive titles, the highest of which is "Senior Master," ranking with commissioned officers from warrant rank, while "Schoolmasters" may be either commissioned officers from warrant rank, or warrant officers, according to the date of their appointments. The new Admiralty order provides that Senior Masters will rank, in purely educational matters of commissioned warrant rank. In all other respects, they will rank according to the date of promotion to this rank.

SCHOOL OF PHYSICAL TRAINING.

The Admiralty announce that the title of the officer who has immediate charge of the School of Physical and Recreational Training (Commander Charles T. Wilson) will be "Superintendent of the Physical and Recreational Training School, Portsmouth." All returns and correspondence which it has been the custom to render to the late Superintendent of Physical and Recreational Training who has now become Director of Physical and Recreational Training at the Admiralty, are in future to be rendered to the Superintendent of the School at Portsmouth.

R.N. CADETS FOR THE MERCANTILE MARINE.

The Secretary of the Admiralty announces that cadets withdrawn from the Royal Navy who enter the Mercantile Marine will be allowed the following concessions in connection with the grant of Board of Trade certificates: (1) For the purpose of qualifying candidates for certificates of competency as second mate the Board of Trade will accept service in the two naval colleges as equivalent to time spent at sea in the ratio of two months to one month at sea. The total amount of such service, however, will not be regarded as equivalent to more than one year's sea service; (2) service in a sea-going training cruiser will be accepted in full in addition to the proportional period allowed for the training establishments on shore; (3) in the case of candidates for certificates of competency as engineer the Board will allow time spent in the colleges to count as equivalent to one-third of the workshop service required, subject to maximum allowance of one year.

The provisions of Admiralty monthly Order No. 2945 of 1918, in so far as they provide for one-half of the promotions to the rank of lieutenant (or equivalent rank) being made by selection from younger officers who have passed certain examinations, are not to be applicable, states a new Order, to the regulating, ordnance, electrical, and ships' cook branches.

Reports are to be forwarded by captains (D.) and commanding

WATER RETURN.

Level and Storage of water in Reservoirs on June 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1919	1920
Typhoon	45-11 Below	11-11 Below
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STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1919	1920
Typhoon	119.12	127.65
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Consumption of water in the City and Hill District in millions and decimals of gallons during the month of May.

	1919	1920
Consumption	200.11	222.84 M. gallons
Estimated supply	250.00	270.00
Consumption per head per day	21.3	23.3

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W. S. BAILEY & CO., LTD.

ENGINEERS & SHIPBUILDERS, HOK UN KOWLOON.

HARBOUR REPAIRS

Call Flag "L"

Sole Agents for

"KELVIN MOTORS."

Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works Tel. K.31.

Manager K.339.

Harbour Engineer K.120.

Works Supt. K.410.

Telegrams "SEYBOURNE"

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

S. S. "LAKE FIELDING"

From CALCUTTA via

PENANG & SINGAPORE.

The above mentioned vessel

having arrived from the above

mentioned Ports, consignees of

cargo are hereby informed that

they must take immediate

delivery of same from alongside,

and all cargo impeding discharge

will be landed at their risk and

expense into the Pacific Mail

Steamship Company's godowns at

West Point, and stored at

Consignees risk.

Consignees of cargo are hereby

notified that they must produce

an Import Permit signed by the

Superintendent of the Imports &

Exports, Hongkong, before Bills of

Lading can be countersigned.

All broken, chafed and damaged

goods are to be left in the godowns

where they will be examined on

July 5th at 10 a.m.

All claims must be presented

within a week of the steamer's

arrival here after which they

cannot be recognized.

No claim will be admitted after

the goods have left the godowns,

and all goods remaining un-

delivered after July 6th will be

subject to rent.

No Fire Insurance whatever

will be effected.

Consignees are requested to

send in their Bills of Lading for

countersignature immediately.

PACIFIC MAIL S.S. CO.

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The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 29, 1920.

THE U. S. PRESIDENTIAL CAMPAIGN.

At the time of writing, the National Democratic Convention should be sitting in San Francisco for the purpose of selecting a candidate for the forthcoming Presidential Election. The Republicans have already made their choice: they are pinning their faith to Senator Warren Harding, who, though one of the "dark horses," is generally regarded as a man of high integrity and considerable ability. The question now is: Who will the Democrats select to oppose Senator Harding? A telegram to hand yesterday indicated that Governor Cox of Ohio was the favourite, but that there were also several other candidates well in the running, including such prominent figures as President Wilson, the Vice President, Mr. Mitchell Palmer (the Attorney General), Mr. Champ Clark (former Speaker of the House of Representatives) and Mr. William Jennings Bryan, the well-known champion of the Party, whose influence is still a big factor to be reckoned with. It is possible, of course, that none of these men will be chosen, for when deadlocks are reached the unfancied man gets his opportunity, as we saw when the Republican Convention found itself unable to agree on any of the leading personalities. We should say, however, that the Democrats will see the wisdom, under present circumstances, of selecting a prominent candidate, for that would undoubtedly give them a pull over their rivals.

Just before the Republican Convention was held, one of the best-informed and sanest American papers emphasised the need of the party choosing a good man to lead them in the Presidential campaign. It argued that it is a sound principle in politics to remember that you cannot beat somebody with nobody. This was written in special reference to the possibility of Mr. Davis, Ambassador to Britain, being singled out as the Democratic nominee. And it was said that Mr. Davis was not the only "somebody" in the ranks of the Democrats. There seems to have been a fear on the part of this paper that the Republicans might yield to the belief that anybody nominated at Chicago would be good enough to win. We rather incline to think that, although this opinion was fairly generally held some months ago, it does not prevail to-day. The Republicans realise that they are up against a hard proposition, and if it should so happen that the Democrats close up their ranks and bring out a well-known and popular man, then he would be a bold man who would forecast certain victory for the "G.O.P." Another factor not to be lost sight of is the power of Labour. When the Republican Convention was sitting, the Labourites attempted to get a declaration from the party in regard to labour questions, but they were disappointed with the response. Having failed with the Republicans, the Labour Party is now to approach the Democrats, and if it should so happen that the latter give it satisfaction, the votes of the Labourites will be a very big asset.

As a British paper, we were glad to see that the Republicans, at the Chicago Convention, put the Irish question into the background, though Senator Harding is now being taxed with having expressed sympathy with the Irish independence movement. We see that this issue is mentioned amongst the questions of lesser importance which are to come before the Democratic Convention in San Francisco. We can only trust that there, also, it will not figure prominently. In presidential years, no great seriousness is attached to resolutions in America on foreign issues, because it is conceded that they usually spring from party political motives; in other words, they are electioneering dodges. But recognition of the independence of a seceding part of a foreign nation is always an affair for cautious diplomatic procedure, and in this instance Americans can very well leave the question to be settled by Britain, whose affair it is. Looking at the coming campaign from all standpoints, it is clear that the election will be keenly fought. Whether the Democrats have a chance will very largely depend on the happenings of the present week.

NOTES & COMMENTS

KOWLOON ROADS

In his weekly Kowloon Notes on Friday last our correspondent "Ferryman" drew attention to the bad state of the Kowloon Roads consequent upon the laying of the electric cables underground. One of our morning contemporaries also drew attention to the matter on Saturday and we have since had occasion to verify these statements for ourselves and to know that they are in every way justified. Not only in Nathan Road and the other principal thoroughfares leading into it but in many of the purely residential side streets there has been no attempt whatever to make good the surface, and heaps of earth have been left dotted about by the roadsides that are not only unsightly but decidedly dangerous. The condition of Gascoigne Road has been made almost impassable for pedestrians owing to the laying of big drainage pipes and the main motor road which runs at the back of Yau-mai has two very dangerous spots, all because the road, having been opened for the laying of pipes, has never been thoroughly repaired. If our correspondent's information as to the policy of the P.W.D. not allowing people who open roads to put them back into a proper state of repair is true, then it seems high time that that policy was revised. It may be that the Department wishes to have the work done properly by doing it itself but a far quicker method would be for the people who open roads to be compelled to reinstate them to their former condition within a specified time. That is the practice followed at Home—at least in every case we know of—and it is one that commands itself to us. It would be interesting to learn what payment has to be made to the Government for opening roads and whether the subsequent cost of the repairing is covered by it. We should very much like to be enlightened.

AN ENGLISH STATESMAN.

General Smuts is one of those statesmen whose value to the Empire is a little hard to measure. Time and again he has helped to point the right road in really big matters, whilst his influence in keeping in check the more ardent nationalists of his own country has been tremendous. And now we find him giving utterance to principles in connection with the future constitutional government of the Empire that are not only moderate, but essentially just and full of appeal. It is natural that all the self-governing dominions should be looking forward with eager anticipation to the big Empire conference due to be held next year, for there will then be decided the problem how to conduct the affairs of the Empire on a common and solid basis when there will be six equally free and independent countries concerned. Certain it is that the time has come when every country in our commonwealth must be consulted on all matters of international policy—not only consulted but made active partners in the very consideration of that policy. How to achieve that; how to make it possible for the Empire to speak with one voice whilst not interfering with the liberty of the Dominions is the theme of General Smuts' utterance and it has suggested that the only way is the adoption of a Conference system. If all the Dominions were represented on a permanent Foreign Relations Committee, and if those representatives were entrusted with the task of deciding all foreign and international affairs then it could be said that the Empire spoke as a whole. Only by some such method shall we secure the unity that is so essential in these days of worldwide disintegration.

THE IRISH TANGLE.

It is a little difficult to gauge just how the Irish situation stands these days, especially in regard to the distressing occurrence at Londonderry, because one cable tells us that there have been quiet nights and another goes on to report more firing and casualties. It seems to us that the appeal of the Ulster Unionist Council to the Government to protect the lives and property of loyalists but reasonable and should be strictly and promptly acted upon. The Government has played a weak game all through. When Home Rule had a chance of going through the Government weekly pandered to the unjustifiable obstructions of its oppos-

DAY-BY-DAY

THE SECRET OF SUCCESS IN OBSTINACY TO PURPOSE.

The American Consulate General received a typical warning from Manila at 11.30 a.m. to-day, stating that there is a depression in the North Eastern part of the China Sea.

The wedding of Miss A. M. Woodman, daughter of Dr. W. J. Woodman, to Mr. W. F. Stone, son of Mr. and Mrs. P. E. F. Stone, takes place on Thursday at St. Andrew's Church, Kowloon.

Mr. Walter Makepeace, F.J.I., managing editor of the Singapore Free Press, is passing through Hongkong en route to Canada to attend the Empire Press Conference and for a holiday in England.

At the inquest on a Chinese who was knocked down by the C. S. P.'s motor car and subsequently died in hospital, the jury returned a verdict of death by misadventure and held that no blame attached to the driver.

Said to have received his injuries by falling from the verandah of a house at Des Voeux Road, into which he was attempting to break in order to steal cash fins, a Chinese was yesterday removed to the Government Civil Hospital by the Police.

Owing to certain repairs on the Empress of Russia, necessitating the drydocking of that steamer, she will be unable to depart from this port until noon on Saturday, July 3rd. On account of the cholera epidemic at Kobe, this steamer will omit that port on this voyage.

The final round of the Ladies Singles Championship competition, between Mrs. C. D. Pearson and Mrs. J. E. Murray, was played on the courts of the Circle Sports Grounds, Shanghai, last week and resulted in a remarkably easy victory for Mrs. Pearson by two straight sets—6-0, 6-1.

During last week there were notified twelve cases of plague (ten fatal), three of enteric (two fatal) and one fatal occurrence of cerebro-spinal fever. With the exception of one French case of enteric, all were Chinese. Four of the plague cases were imported. There were also fifteen Chinese deaths from influenza.

The following is from the Times of May 10—The 14 years' lease, at 60 guineas a year, will be submitted on Wednesday on the premises at No. 51, Rutland-gate by Messrs. Duncan B. Gray and Partners for Lady Lugard. The firm will then, and on the following day, dispose of the contents of the house. The most notable items comprise a collection of Chinese blackwood furniture, including cabinets, tables, and screens.

Mr. E. C. Dingman, who had been notified to serve on jury at an inquest at the Magistracy yesterday afternoon, failed to appear when his name was called by the Coroner. He appeared an hour later and in reply to the Coroner, at the conclusion of the inquest, said he went to the Government Civil Hospital where he thought the inquest would be held. In pointing out the delay to the proceedings caused by him Mr. Hutchison said the notice to the jurors clearly mentioned the place for the inquest. Mr. Dingman was discharged with a caution.

It is now that the more militant section of Irish nationalists have transgressed the law the Government is vacillating and undecisive in its action. We recognise that it is endeavouring to be fair to both parties, but there are times when stern justice is called for and this outbreak of lawlessness with its total disregard for human life should very ruthlessly have been attacked. Such a policy might have saved many human lives. Whilst being stern in that the Government should also have been stern in its determination to put the revised Home Rule Bill on the Statute Book. But of that Bill we have heard nothing of late.

AN ISLANDER'S DIARY

[BY "AJAX"]

A farmer in a certain part of England made merry over the mistake of an old Shanghai hen of his, that had been sitting for five weeks upon two round stones and a piece of brick. "Her anxiety," he said, "is no greater than ours, to know what she will hatch. If it proves a brick-yard, then that hen is not for sale." This story was irresistibly called to mind during the week when I read in the Telegraph of the new demands that the China Officers and the Marine Engineers Guild are now making to get for their members who are on Jardine's and B. and S. boats an increase of fifty per cent. on their present salaries. Should these guilds not hatch anything this time, then I suppose they will be offered for sale.

In this connection, it would be well were I to recite a few points from ancient history, as they have been recalled to me. It will be recalled that in 1916, as a result of the demands of the Guilds, an award was made ameliorating the condition of the men and officers engaged by the large liner companies on the China Coast. These were an increase of seven per cent. pensions, passage home, etc. The award was for a period of three years and expired at the end of last year. In addition to the increase of seven per cent. that the Arbitrators granted, Messrs. Jardine's paid a war bonus of 30 per cent. to their men on the Indo-China Navigation Company's vessels. Since January 1st this year, Jardine's, on their own initiative, incorporated the 20 per cent. war bonus into the salaries of the staff, so that the Guilds' demand for another fifty per cent. increase appears rather unreasonable. The majority of the men on the Indo-China boats are quite happy and contented, and the benefits and pay they enjoy were, four years ago, beyond their wildest dreams.

These China Coast men are landing easy living. They have no falling out with the British in England, officers do talking on tramp steamers. Here the comrades attend to this work. As everyone knows, the cost of running ships has increased enormously during the last few years. Repairs, stowage and other items of expenditure have gone up in every part of the world. Here on the China Coast there is a prospect of freights coming down to the pre-war level, and with the large number of American boats coming on the coastal routes it looks as if British steamship companies are going to encounter severe competition. Vessels bringing rice from Saigon to Hongkong now get freight of eight cents per picul, while from Bangkok no freight is offered. So the outlook is rather gloomy. No one objects to a large body of men banding themselves together to protect their interests, but it strikes me that the two Guilds in making demands for increased pay for these particular members are running the margin a bit too fine.

A resident of Broadwood Road during the week poured out his troubles to me regarding alleged bad faith by the local Government. It appears that the Government originally put up for sale the land there as an inducement to people with little money to build their own houses. One of the conditions of the sale was that the Government would carry the water to a height where it would flow. In that expectation the land was bought by people of the middle classes, and twenty-four houses were erected on Broadwood Road. The residents up till now have been paying for the water service themselves, each house contributing *pro rata* for the pumping of the water to the houses. Again, when the land in this locality was put up to auction by the Government the idea was that there should be a road of twenty feet, but it is still only an eight-foot road. Surely, this is a flagrant instance of the bad faith of the Government. The inducement to the public when the Broadwood land was auctioned was to make living cheaper than it is in town or in Kowloon. The central idea, therefore, was cheap living, but residents on Broadwood Road now find that it is more expensive to reside there than to live on the Peak. Convenience alone absorbs more than

a dollar a day for a single person, but this is not the only drawback. The market at Wanchai is quite inadequate and residents of the Happy Valley District have to pay fares for their goods to buy provisions from the Central Market.

I see the Government is spending enormous sums of money for roads to Repulse Bay and Magazine Gap in order to open up new building purposes. A better plan would seem to be to allocate a certain sum of money to broaden Broadwood Road above which there are hundreds of convenient building sites. If Broadwood Road is widened, the possibility is that the Tramway Company might be induced to lay down tracks. The Government is deriving from the houses on Broadwood Road, Crown rents, rates and taxes. A widening of this Road would make the proposed construction of a road through the Gap, to Repulse Bay unnecessary. The road that the authorities have in contemplation is from Bowen Road to Shaukiwan. Broadwood Road, if widened, would be an outlet for that road without the further outlay of constructing all the new tributaries to that new road in Shaukiwan.

Fashion is a tyrant from which nothing frees us. We must suit ourselves to its fantastic tastes, but being compelled to live under its foolish laws, the wise man is never the first to follow nor the last to keep it. Is the fashion of wearing black trousers with a white mess jacket ever to die out in Hongkong? In our attempt to imitate the Military we civilians make ourselves look so hideous. I look up to His Excellency to set a better fashion for dinner dress for the summer in the Colony. Many at present prefer to put on black than don black and white. After all, our summer dinner dress is reminiscent of what the Goanese boys on board the Indian liners wear, and it is high time someone set the fashion for a saner make-up. To be obliged to wear a pair of serge trousers in this very trying weather is an ordeal; a better plan would be to wear full white, adhering to the present style of the mess jacket, which is a replica of the military style. Nobody seems to know why we in Hongkong should have to wear black trousers, and I am safe in declaring that this is the only place East of Suez where we allow ourselves to be made a laughing stock of the tourists by the style of our dinner dress.

Now that the lease made with the Star Ferry Company and the Hongkong Government is about to lapse, I hope that every effort will be made by His Excellency to see that a renewal of the lease will be contingent on the Company further reducing its fares for casual and monthly passengers. It is a truism that needs no arguing that the Star Ferry Company by its heavy charges has retarded the full and quick development of Kowloon. As a sop to the authorities the Company recently reduced its fares, but the trip between Kowloon and Hongkong should be much cheaper. A single fare from Hongkong to Kowloon should not be more than five cents, and a reduction in this direction would be appreciated, and help towards more travelling on the ferries. I understand that the Government has already given the Yau-mai Ferry Company to understand that if its rates are reduced further—and they are very low compared with the Star Ferry's—the Government would consider the question of accepting a lower sum for the right. It strikes me that a greater amount of control should be exercised over the actions of the public utility concerns in Hongkong by the Government, and the only way to do this is to see that the lease protects the taxpayer completely. I wish some one on the Legislative Council would address the Government on the subject of the new Star Ferry agreement with the authorities. In the interests of the public, I think it should be demanded that a draft copy of the terms made between the Company and the Government should be laid on the Council table.

Few people are aware of the Public Works Department widening the whole of Queen's Road East. When it is completed it will be an ideal road for the motorist. The front portions of the buildings on this road from Arsenal Street to Wanchai are being demolished to per-

TO-DAY'S MISCELLANY

King's College, London, which traces its principal by the picturesque death of Dr. Rurrow, was founded about 1538 as a stronghold of Anglican orthodoxy by way of antidote to the system of "godless" secular education which had previously been established at University College. One of the most zealous of the founders was the Duke of Wellington, who contrived to capture for the site of the new college the incomplete east wing of Somerset House. But the usual irony of fate has occurred, for King's College was recently affiliated to London University, with the result that all departmental, except the theological, have now been secularised. During a brief existence King's College has produced many distinguished alumni, including the first Lord Esher, Sir James Fitz-James Stephen, Sir Edward Clarke, the late Professor Cayley and Jevons, Thorold Rogers, Henry Morley, and at least one Lord Chief Justice. The present site in the Strand was lately condemned as being "too cramped" for the increased educational work of the College, and is also coveted by Somerset House for a contemplated extension.

Perhaps Mr. Speaker hardly hit off his situation with his usual felicity when he declared himself "infinitely like the Pope," (says a Home paper) for there is a very marked difference in their respective positions. The Speaker, in the old phrase, is "in the power of the Senate," and his rulings are infallible only while they have the support of the House as a whole. Mr. Speaker himself on one occasion made a very handsome apology to Mr. Bonar Law, and admitted, without qualification, that he had made a mistake in a ruling. Also the Pope, in theory at least, makes his own precedents, whereas the Speaker is largely guided, as Mr. Speaker's friends of the High Court, by precedents and rulings given by his predecessors. In old time the House made no difficulties about "putting down" Mr. Speaker if it were considered that he was exceeding his powers, and his authority of to-day is the growth of time. His powers, it has been written, "in relation to the debates have never been looked upon as entitling him to express or enforce any completely new or purely personal opinion as to what is in principle allowable in debate or otherwise." No Pope would accept that limitation.

Mr. Eugene Victor Debs, who has been selected, while in prison, as the Socialist candidate for the American Presidency, has already made four attempts to reach the White House. In 1900 he was the "standard-bearer" of the Social Democratic party, and obtained 87,841 votes—a small number against McKinley's 7,501,923. The next time, in 1904, he was the candidate of the Socialist party, and his figure rose to 402,253. In 1908 it was 420,193, and in 1912 it jumped to 901,573. In 1916 the Socialist party adopted another candidate, Mr. Allan J. Benson, but the change brought no better luck, for the Socialist vote dropped to 390,579. Mr. Debs, who is now in his 63th year, was originally a locomotive fireman on the Terre Haute and Indianapolis Railroad. From 1880 to 1893 he was secretary of the Brotherhood of Locomotive Firemen, and from 1893 to 1897 president of the American Railway Union, in which capacity he carried through successfully a big strike on the Great Northern line. When leading the rail strike in 1894 he was charged with conspiracy but acquitted. He was then convicted of violating an injunction and sent to gaol for six months for contempt of court.

mit of the widening being undertaken. Our Public Works Department is certainly a "live" institution, and it must be congratulated on its enterprise. Up to now the Police have not taken up the suggestion that I threw out some weeks ago of placing more policemen on this Road from Arsenal Street to the Wanchai market to control the traffic. This is an absolute necessity with the congested state of the traffic in these parts, and the Chinese walk in the middle of the road.

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TRIED TO SELL HIS WIFE.

SAYS SHE FLIRTED WITH COOLIES:

When the wife flirted with other men, and the husband discovered that his true affections rested in another quarter, as when the husband was a work-shy and the wife a woman of quarrelsome disposition, what could the solution be? There are no divorce courts here in which to obtain relief, and the parties thus have to settle their own difference. Yet he was a very astute Chinese, this man who was summoned by his wife before Mr. R. O. Hutchinson this morning for assault, and, who for want of a better name, we will designate Ah Kau.

How Ah Kau relieved himself of his matrimonial troubles is a profound study for social reformers. His methods have been primitive, yet they at least had the merit of simplicity. He lives in the Samsui district, in the historic village of Ma Lung Kung, and he had taken to wife one Ah Sau, who made up in character what she lacked in personal appearance.

Ah Kau, her husband, had lived with her quite happily, if not affectionately, for the first six months after their marriage. Then came the day when misfortune visited them in the transference of his flighty affections to a female charmer. So within the last few months the wife had had to earn her own living by working as a coolie, and the wages thus obtained were looked upon with aversion by her husband, who made continual demands on them. When she failed as a money-making proposition, he took her to a certain house in Yaumati, and there put her up for sale by auction.

As we have already remarked, her personal charms were not overwhelming, and so it came to pass that there was not a single bidder. Enraged that in the last extremity she had thus failed him, the gentle husband commenced a regular round of hariblow on his wife, hence the aforesaid summons was brought.

The case for Ah Sau was that the other day, after one of the assaults, she made a report of her ill-treatment to Inspector Lunigan, in charge of the district, by whom her case was brought to the notice of the Secretary for Chinese Affairs. She was told, to return to her lord and master and live happily for ever afterwards. All such benign counsels were very well in the saying, but Ah Sau found it a matter of extreme difficulty to live up to them. In view of the temper of her husband, to make a long story short, she again appealed to the Secretary, who then advised her to proceed against her husband on a summons for assault.

On the 19th instant, in the morning, the woman continued, she was assaulted by her ill-mannered husband because she had refused to hand to him her earnings which she had secured by working as a coolie, carrying kerosene oil for other people. He then took her to Yaumati, got together a number of friends and others, invited them to come and view her, and eventually asked them to bid for the beauty. The responses from the gathering was not enthusiastic. As a matter of fact there was no response and he took her back to their home at Samsui and gave her another bidding, in which his sweetheart participated with eclat.

The husband to-day told the Magistrate that his wife was very good and conducted herself decorously until six months after the marriage, when she got out of hand and flirted indiscriminately with the male coolies with whom she

worked. She would hobnob with them, laugh with them, pat them on the shoulder, and go through other actions highly unbecoming to a bride of six months. At such times he would remonstrate with her, and she would take up a big piece of stone and heave it at him. On one occasion when he asked her to change a ten-cent piece into coppers for him, she outraged all rules of wifely conduct by again picking up a stone to pelt him. Exasperated beyond control, the husband admitted that he gave her two slaps whereupon she threw another stone at him, and completed his discomfiture by delivering a series of powerful kicks.

Questioned by His Worship, the man added that his sweetheart had no hand in the alleged assault.

His Worship recorded a conviction against the husband of assault, and sentenced him to a fine of \$50, with a severe caution.

WIRELESS FIRE CALLS.

A LONDON EXPERIMENT.

The practical utility of the wireless telephone as an aid to fire extinction was demonstrated recently by the Marconi Company. In the country rapid communication between headquarters of fire brigades and the scene of a fire is sometimes difficult, and even in London there are large areas, notably at the Dock, where telephonic communication with the headquarters of the Fire Brigade is difficult. For the purpose of a recent demonstration a standard Marconi aircraft transmitter and receiver were placed on a small table at the headquarters of the London Fire Brigade in South-west London, the aerial wire being suspended between the towers used for drying hose. A similar apparatus was fitted to one of tenders of the brigade which went to Putney Common, seven miles away, this area being selected because it is almost on the boundary of the London Fire Brigade area.

The apparatus, which weighs only 85 lb., was carried in a cupboard at the rear of the tender, occupying very little space which could be used for other purposes, and it was ready for use a minute or two after the tender came to a halt. With the aid of a ladder the aerial wire was hooked on a tree, and two copper gauze nets, laid on the grass, established the earth connection. Three calls through the transmitter to "Fire Brigade Headquarters," a change over to the receiving apparatus, and communication was established. In another test of the same apparatus only 50 seconds elapsed between the tender coming to rest and the beginning of conversation, and only about the same period of time was required.

No claim is made that the apparatus was the best possible for the purpose. The wave lengths, roughly 100 and 300 metres, and the liability to interference by other stations are drawbacks. The conversation was more than once interfered with by the working of a ship's wireless. This, however, can be remedied easily by working on different wave lengths, and there is no reason why, if fire brigade wireless work develops, it should not have wave lengths of its own. It will also probably be found more convenient to introduce the duplex system in order to do away with delays which the "change over" system involves.

A further demonstration was given later in the city street at Clapton and the copper gauze nets were laid on the roadway. Communication with the brigade headquarters was established at once.

FRIENDSHIP WITH GERMANY.

CAMBRIDGE UNION DEBATE.

At the first debate of the Cambridge Union Society the subject discussed was: "That this House would welcome the resumption of friendly relations with Germany." Mr. E. M. Reid (Emmanuel College), President of the Union Society, took the chair, and the motion was proposed by Mr. G. W. Theobald (Emmanuel College) and opposed by Mr. G. G. Grosz-Hodge (Pembroke College).

Mr. G. W. Theobald gave it as his personal experience that the great majority of German people went into the war because they believed their Fatherland was going to be attacked. He admitted that had Germany won the war she would not have discussed a motion of this character, because the Prussian military caste would have been in such ascendancy that they would have inaugurated a regime of horror and rapine in the conquered countries. The point was Germany did not win the war. We won it, and we had the chance of framing the world. Friendly relations meant an attitude of mind, not a general effusiveness. Commercial relations should be established, and an indemnity fixed at once, and an international conference should be held to fix the rate of exchange. Germany should be admitted at once to the League of Nations and the Army of Occupation on the Rhine removed. The only alternative before Germany if we remain hostile was friendship with Russia.

A PLAGUE SPOT.

Mr. G. G. Grosz-Hodge opened the opposition to the motion by an account of some of his experiences as a prisoner, when he went round "looking for something to eat, somewhere to eat it, and something to eat it with." (Laughter.) The proposer of the motion had forgotten everything he ever knew about Germany. Prisoners found when England was winning they were treated pretty badly, but when Germany was winning they got considerably worse treatment than he had thought possible. They could not deal in a normal way with people like that. The Germans were of a bestial character and possessed of a devil of moral cowardice. Germany was a plague-spot to be eradicated.

Mr. M. H. Dobb (Pembroke College) based his support of the motion on the assertion that the policy it embodied was in conformity with the ideal of a war to end war and making the world safe for democracy. The opposite policy was a vindictive one, and was preventing the recovery of Europe and sowing the seed of a fresh war by fostering a desire for vengeance. The wise and statesmanlike policy was to hold out the hand of friendship to Germany and thus help to break down the influence of the militarist party. The nations of the world must either eat salt together or else there would be a complete end of civilization. (Loud cheers.)

ANGER OF BOLSHEVISM.

Mr. R. E. Watson (St. Catharine's College) said he supported the opposition. The police of friendship with Germany would be simply playing definitely into that country's hands.

Mr. P. N. W. Strong (Selwyn College) had every sympathy with the proposer of the motion, but they who supported the motion detested the bestiality and brutality to which the opposition had borne witness. The peril to Germany to-day rested in its Bolshevism, not in its militarism. (Hear hear.)

Mr. W. K. Carter (Sidney College) said before they could enter into friendly relations with the Germans it was requisite that Germany should show willingness to carry out the Peace terms which the Allies were solemnly bound to enforce. (Cheers.)

Mr. A. V. Buxbury (King's College) said that the German state of mind was the result of the intensive culture of 31 years, but the Germans now felt they had been cheated. They had a lovable basis in their nature. (Cheers.)

Other speakers followed, and the result of the division was: For the motion, 122; against motion, 75; majority for, 47.

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At a sale at Christie's recently a lifelike portrait group of Sir Christopher and Lady Sykes, sold by order of the executors of the late Sir Mark Sykes, fetched 27,000 guineas. In 1793 the artist received 140 guineas for it. Four other pictures—by Romney, Raeburn, and Lawrence—brought over 15,000 guineas in less than five minutes.

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Empress of Asia	July 29	Aug. 16
Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3

Passengers to Europe are strictly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Through connections on the Atlantic are arranged as follows: Atlantic liner connections can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P. & O.S. steamers. Through sailings Montreal to Liverpool, London, and Glasgow. Passage orders issued here will cover all such connections.

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PERIA MARU	9,000	6th July
KOREA MARU	24,000	14th July
YOKO MARU	24,000	18th Aug.
SHIRAKAWA MARU	24,000	18th Aug.
SHIRAKAWA MARU	24,000	8th Sept.

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STEAMERS	Tons	Leave Hongkong
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AKIO MARU	17,200	9th Sept.
SEIYO MARU	17,200	9th Nov.

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"MELVILLE DOLLAR" ...	SEPT. 17TH.
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SAN FRANCISCO.

U.S.S.B.

STEAMERS	SAILING DATE
"WEST HARTS" ...	JULY 10TH.
"NICO" ...	JULY 10TH.
"WEST IRA" ...	JULY 15th.

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EUROPE, U.S.A. ETC.

Karmala ... P. & O.	June 29
Wythville ... A. L.	June 29
Tatiana ... N. Y. K.	June 30
Cadaretta ... R. D. Co.	July 1
Katori ... N. Y. K.	July 2
Mattawa ... C. P. & O.	July 2
Arcturus ... S. & D.	July 3
Maquan ... F. W. Co.	July 3
Amalan ... O. S. K.	July 3
E. Trad ... S. & D.	July 4
Aberdeen ... A. L.	July 4
Madras ... P. & O.	July 4
Katori ... N. Y. K.	July 4
Kashima ... N. Y. K.	July 4
Deccalion ... B. L.	July 5
Persia ... T. K. K.	July 6
Tokio ... N. Y. K.	July 6
Kamo ... N. Y. K.	July 9
Endicott ... P. S. Co.	July 10
Higbo ... R. D. Co.	July 10
West ... R. D. Co.	July 10
West ... R. D. Co.	July 10
Tsushima ... N. Y. K.	July 10
Himalaya ... O. S. K.	July 11
Persia ... D. & Co.	July 11
Colorado ... S. & D.	July 12
Changsha ... B. & S.	July 14
Wheatland ... P. S. Co.	July 15
West ... R. D. Co.	July 15
Himalaya ... O. S. K.	July 15
Keketicut ... P. M. Co.	July 15
Hassayampa ... P. M. Co.	July 15
Kiyo ... T. K. K.	July 15
Arizona ... O. S. K.	July 17
Devanha ... P. & O.	July 17
Burma ... O. S. K.	July 18
Kathlan ... B. L.	July 20
St. Albans ... P. & O.	July 20
Nikko ... N. Y. K.	July 21
China ... C. M. Co.	July 21
West ... F. W. Co.	July 23
Pawlet ... P. S. Co.	July 23
Edridge ... P. S. Co.	July 26
City of ... B. L.	July 27
West ... P. S. Co.	July 28
Lowther ... D. & Co.	Aug. 3
Siam ... O. S. K.	Aug. 3
Grace ... R. D. Co.	Aug. 3
Peking ... B. L.	Aug. 6
Mexico ... O. S. K.	Aug. 8
Siberia ... T. K. K.	Aug. 10

JAPAN, COAST PORTS, ETC.

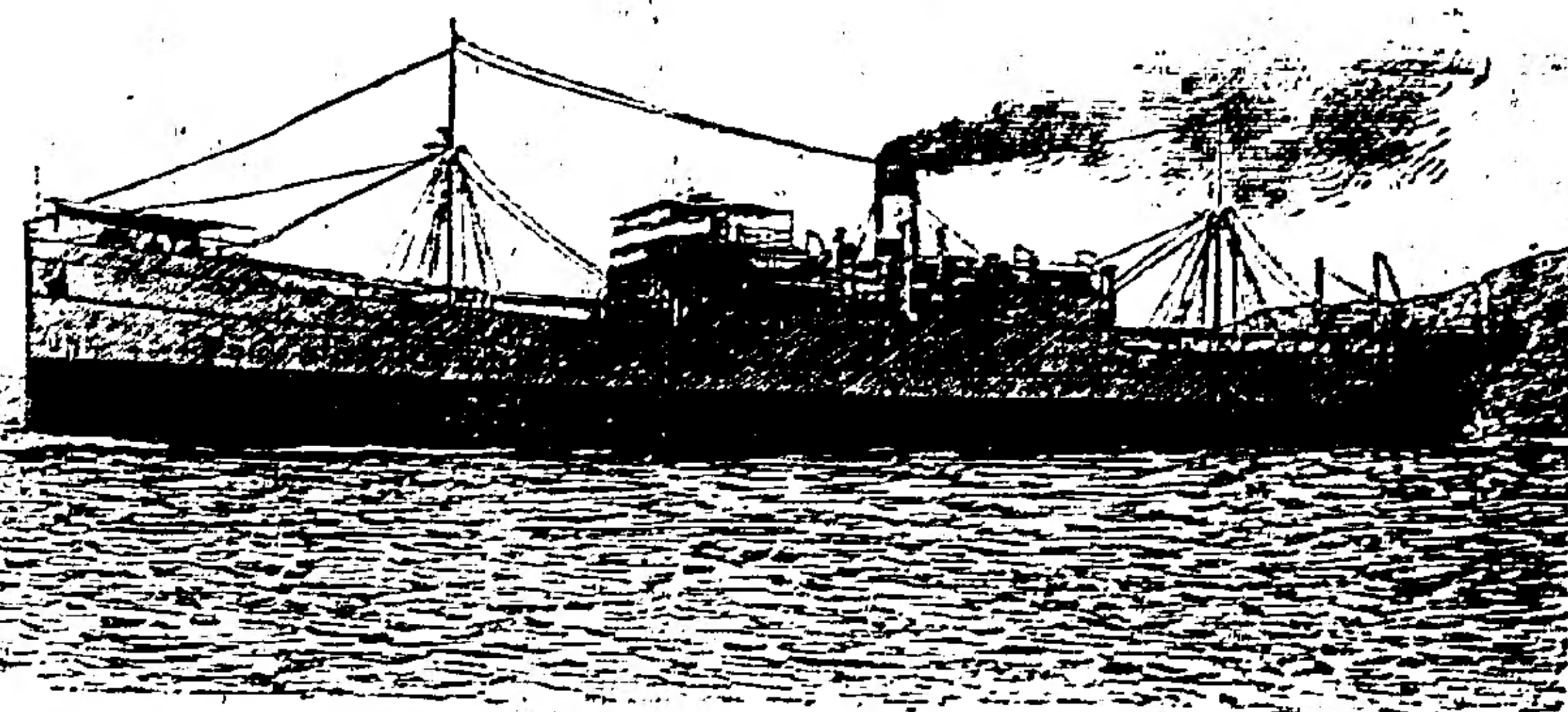
Kwaibang ... J. M. Co.	June 29
Haihong ... D. L. Co.	June 29
St. Albans ... P. & O.	June 29
Chusan ... B. & S.	June 29
Hiojan ... D. & Co.	June 29
Shanghai ... B. & S.	June 29
Kaifong ... B. & S.	June 29
Taikoowang ... B. & S.	June 29
Toyama ... N. Y. K.	June 29
Kwongsang ... J. M. Co.	June 30
Atsuta ... N. Y. K.	June 30
Takung ... J. M. Co.	June 30
Soohe ... O. S. K.	July 1
Shanghai ... B. & S.	July 1
Nagano ... N. Y. K.	July 1
Chipsing ... J. M. Co.	July 2
Shisen ... O. S. K.	July 2
Haichang ... D. L. Co.	July 2
Wingwang ... J. M. Co.	July 2
Choyksang ... J. M. Co.	July 2
Chakksang ... J. M. Co.	July 2
Yingchow ... B. & S.	July 3
Tiyanas ... J. C. L. L.	July 3
Tiyanas ... N. Y. K.	July 3
Delwana ... P. & O.	July 3
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Hailong ... D. L. Co.	July 6
Hinsang ... J. M. Co.	July 6
Kumeang ... J. M. Co.	July 6
Linan ... B. & S.	July 6
Kalyan ... P. & O.	July 13
Shinyo ... N. Y. K.	July 13
Burma ... O. S. K.	July 19
Aki ... N. Y. K.	July 21

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Empress of Russia	Aug. 26	Sept. 13
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ST. ALBANS	4,500	30th July	McMurrays via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
EASTERN	4,000	13th Aug.	

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KATORI M. (Calling Manila) Sun., 4th July, at 11 a.m.

KASHIMA M. (Calling Manila & Keelung) Mon., 16th Aug., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

KAMO MARU Friday, 9th July, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TSUSHIMA MARU Saturday, 10th July.

LIVERPOOL & MARSEILLES via S. Pore, Cebu, Suez & Port Said.

TOKIWA MARU Friday, 9th July.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU Wednesday, 21st July, at 11 a.m.

AKI MARU Wednesday, 15th Aug., at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Mororan, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU Saturday, 10th July.

BOMBAY & COLOMBO via Singapore.

YETOROFU MARU Monday, 5th July.

SHINYO MARU Middle of July.

CALCUTTA & RANGOON via Singapore & Penang.

MALACCA MARU Monday, 28th June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Wednesday, 21st July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOYAMA MARU Tuesday, 29th June.

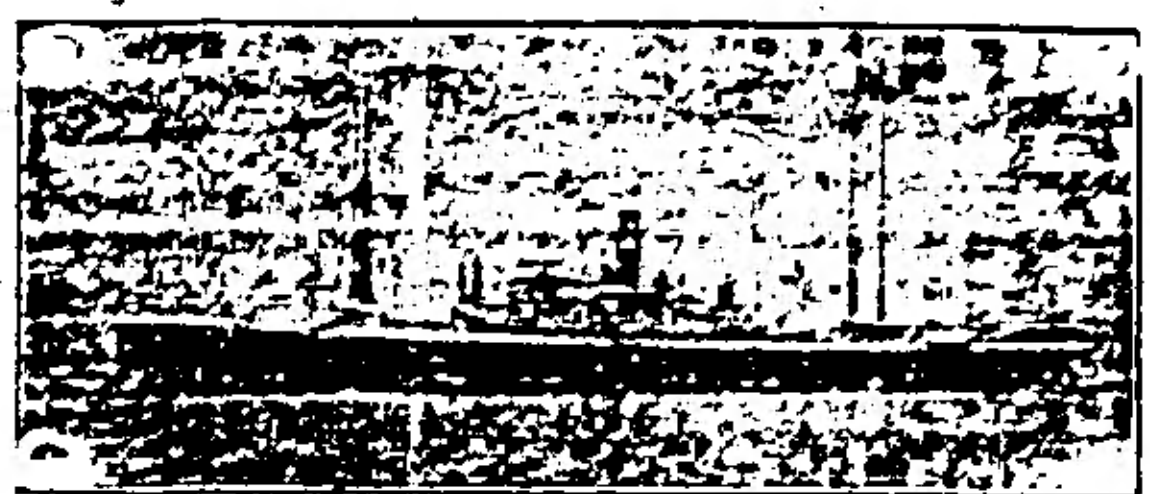
ATSUTA MARU Wednesday, 30th July, at 11 a.m.

NAGANO MARU Thursday, 1st July.

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Tjimanoeck	Japan	15th July	19th July	Java.
Tjilwong	Java	19th July	24th July	Shanghai.

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"HIMALAYA MARU" (Call Marseilles) Sunday, 11th July.

"ALPS MARU" 7th September.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"MEXICO MARU" 8th August.

"CHICAGO MARU" 14th September.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore about Sunday, 13th July.

"BURMA MARU" Reg. of August.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service. "HISEN MARU" Friday, 2nd July.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KOSOKU MARU" Thursday, 27th July.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago Milwaukee & St. Paul Railway.

"ARABIA MARU" Thursday, 28th June.

"ARIZONA MARU" Sunday, 11th July.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"ALTAI MARU" Wednesday, 14th July.

"AMAZON MARU" Saturday, 3rd July.

JAPAN PORTS—Mojji, Kobe, Yokohama & Yokohama.

"SIAM MARU" Sunday, 11th July.

KEELUNG VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"AMAKUSA MARU" Sunday, 4th July.

TAKAO VIA SWATOW & AMOY.

"SOSHU MARU" Thursday, 1st July.

For sailing dates and further particulars please apply to—Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrived Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	10th July	14th July

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 35. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT.

For London & Hamburg "KATHLAMBA" 29th July.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Captain General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

NEW YORK

S.S. "LOWTHER CASTLE"

about End of July.

LLOYD TRIESTINO.

FOR SHANGHAI & YOKOHAMA.

S.S. "PILSNA" on or about 10th July.

S.S. "INNSBRUCK" on or about 4th August.

BRINDISI, VENICE & TRIESTE.

TAKING CARGO ON THROUGH BLADING TO

LEVANT, BLACK SEA & MAREE PORTS

VIA SINGAPORE, PENANG & COLOMBO.

S.S. "PILSNA" on or about 12th August.

S.S. "INNSBRUCK" on or about 16th September.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAPAN, "BANRI MARU"

Sailing on or about 5th July.

For JAVA, "SAMARANG"

Sailing on or about 13th July.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAISEN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta in conjunction with the Indo-China S.N. Co., Ltd., and Apur Lines.

For Freight or Passage on any of the above Lines apply to—DODWELL & CO., LTD., Agents.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI via Swatow Kwongshang	Wed., 30th June at d'light	
HAIPHONG via Hoihow Takshang	Wed., 30th June at 8 a.m.	
TIENSIN	Fri., 2nd July at d'light	
SHANGHAI	Fri., 2nd July at d'light	
MANILA	Fri., 2nd July at 3 p.m.	
SINGAPORE & Penang Chaksang	Fri., 2nd July at 3 p.m.	
SANDAKAN	Tues., 6th July at noon	
STRAITS & Calcutta Kumsang	Tues., 6th July at 3 p.m.	

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passengers accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "CHAKSANG" will be despatched on or about July 2nd, for SINGAPORE and PENANG.

S.S. "KUMSANG" will be despatched on or about July 6th, for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Cunning	1st July at noon.
SHANGHAI & TSINGTAO Yingchow		3rd July at 4 p.m.
AMOY, SHAI & PUKOW Ichang		6th July at 10 a.m.
SWATOW & BANGKOK Linan		6th July at 11 a.m.
MANILA, CEBU & ILOILO Taming		8th July at 3 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via S'gow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 35. Agents.

Hongkong June, 29, 1920.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haihong	W. C. Pasmore	TUES., 29th June at 2 p.m.
Haiching	A. H. Stewart	FRI., 2nd July at 2 p.m.
Hailong	J. S. Thomson	TUES., 6th July at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong	via Suez	7th July.
"DEUCALION"	via Suez	27th July.
"CITY OF ORAN"	via Suez	6th Aug.
"PAKLING"	via Suez	6th Sept.
"KINGCHOW"	via Suez	

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For Freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

SHIPPING.

VESSELS ARRIVED.

The Norwegian vessel DRU-FAR arrived yesterday from Hongkong with 2,300 tons of coal—Mooring C 33.

The N. Y. K.'s ATSUBA MARU from London brought this morning 993 tons of steel plates, glass, galvanised iron wire and general goods for Hongkong, and 6,717 tons of steel goods, glass, cotton and woollen goods machinery and general goods for the North. She delivered here 37 bags on mails—Mooring Kowloon.

Coal was delivered here yesterday by the KACHIRO MARU (3,270 tons) from Tinianwan, by the M. R. K.'s ROKEOLAN MARU (2,902 tons) from Milka, and by the SHININ MARU (2,500 tons) from Keelung.

MOVEMENTS OF STEAMERS.

The N.Y.K. s.s. TENSIN M. (Bombay Line) left Bombay for this port via Singapore, on the 21st June, and is expected here on the 10th July.

The N. Y. K. s.s. MURORAN M. (Calcutta Line) left Calcutta for this port via Singapore on the 22nd June, and is expected here on the 10th July.

The N. Y. K. s.s. SHIDZUOKA M. (European Line) left London for this port via Suez on the 5th June, and is expected on the 15th July.

The T. K. K. s.s. KOREA M. arrived at Yokohama on the 25th instant, and sailed 28th instant in accordance with schedule, being due at Hongkong July 5th.

The N. Y. K. s.s. KAGA M. (European Line) left London for this port via Suez, on the 19th June, and is expected here on the 29th July.

The N. Y. K. s.s. AKITA M. (Hamburg Line) left Rotterdam for this port via Suez on the 25th May, and is expected here on the 5th July.

The N. Y. K. s.s. YETOROFU M. (Bombay Line) left Kobe for this port via Moji on the 27th June, and is expected here on the 4th July.

The P. & O. s.s. ST. ALBANS left Manila for this port on the 27th instant at p.m. with the Australian Mail, and is due here on the 30th instant at about daylight.

The N. Y. K. s.s. NAGANO M. (Calcutta Line) left Singapore for this port on the 25th June, and is expected here on the 1st July.

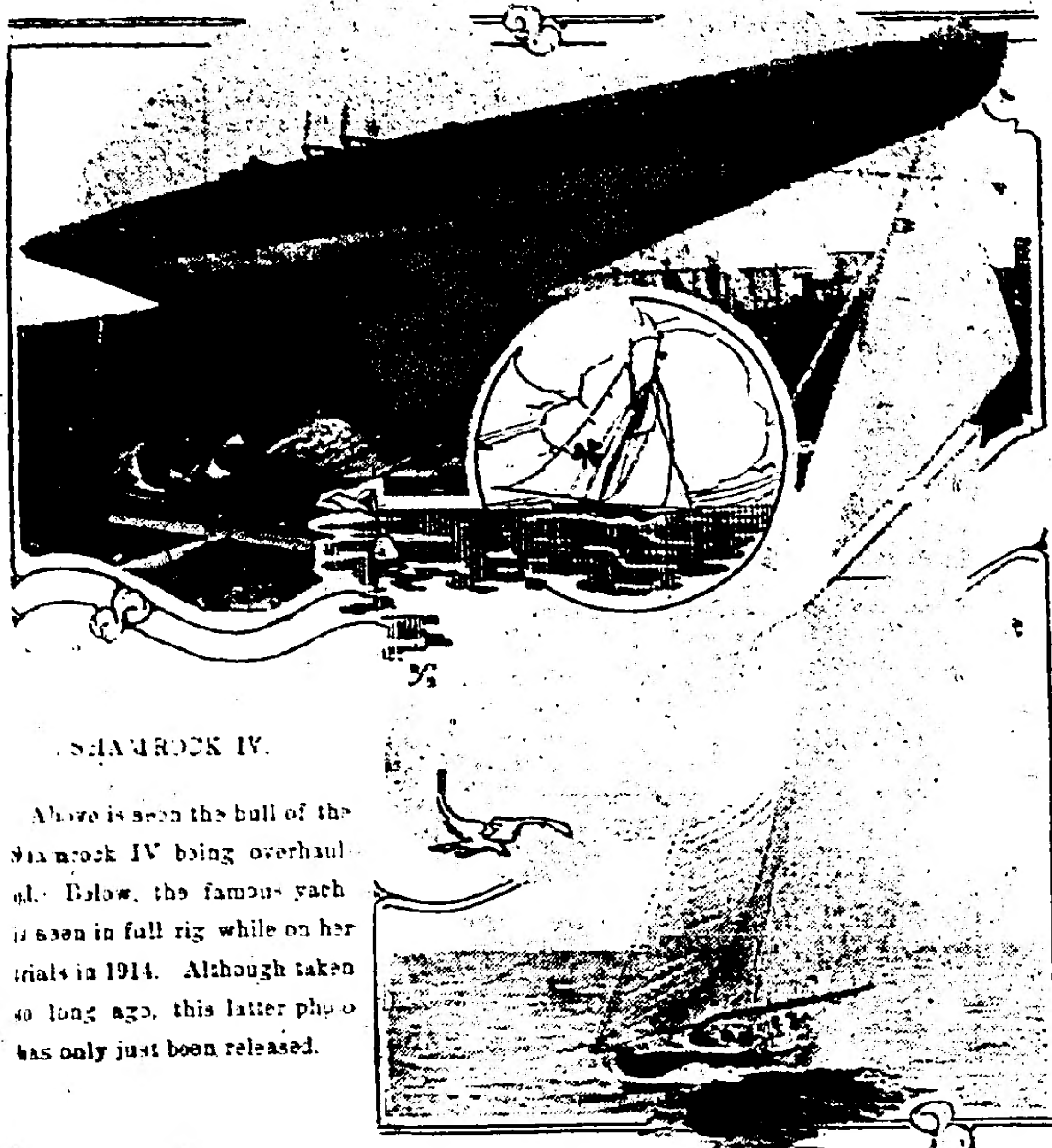
The P. & O. s.s. LAHORE left Singapore for this port on the 25th instant at morning with the outward English Mails, and is due here on the 4th July at about 6 a.m.

The s.s. METHVEN arrived at Moji on 23rd June, left there 29th June, and is due at Shanghai on 1st July.

PASSENGERS DEPARTED.

Per s.s. KARMALA—Mr. H. Shirley, Mr. E. J. J. Randall, Mr. De Voies, Mr. E. Strober, Mr. Tilbury, Mr. Harris, Mr. J. T. Worsley, Mr. Mandele, Mr. J. L. Sample, Com. House, Master House, Mrs. House, Miss House, Mr. M. B. Costello, Misses House, Mr. & Mrs. Leggett, Mr. & Mrs. Poncin, Miss Evans, Mrs. Beer, Miss Beer, Mr. J. T. W. Brooke, Mrs. J. T. W. Brooks, Mr. Milnes, Lt. Higham, Mr. C. James, Mr. & Mrs. Eliot, Mrs. Everts, Miss Webster, Mrs. Everts, Mrs. Mori, Mrs. Ellis, Master Ellis, Mr. & Mrs. Ellis, Major Cerdeiro, Mrs. Hilton Johnson, Mr. Sugiyama, Misses Trendwell, Mr. Lee Warner, Mr. Heald, Mr. Campbell, Mr. & Mrs. Vander Bent, Mr. Lyall, Mr. Rowack, Baron Van Vorsthuysen, Jonkheer Van Ufford, Mr. Steed, Mr. Matters, Mr. Abbott, Rev. J. J. Rossiter, Mr. B. R. Owen, Mr. Carr, Mr. O'Mahony, Mr. H. O. Whitney, Mr. D. Kendall, Dr. Parper, Mr. Martin, Mr. Matute, C. S. N. Chinnery, Mr. F. J. Goudley, R. S. M. Jeffreys, Mr. & Mrs. Muggridge, Mrs. Pelkington, Miss Pelkington, Mr. Park, Mr. Lewis, Mr. & Mrs. Ngild, Mr. & Mrs. E. J. Jenkins, Misses Jenkins, Mr. Sheatsley, Mr. R

TO-DAY'S PICTURES.



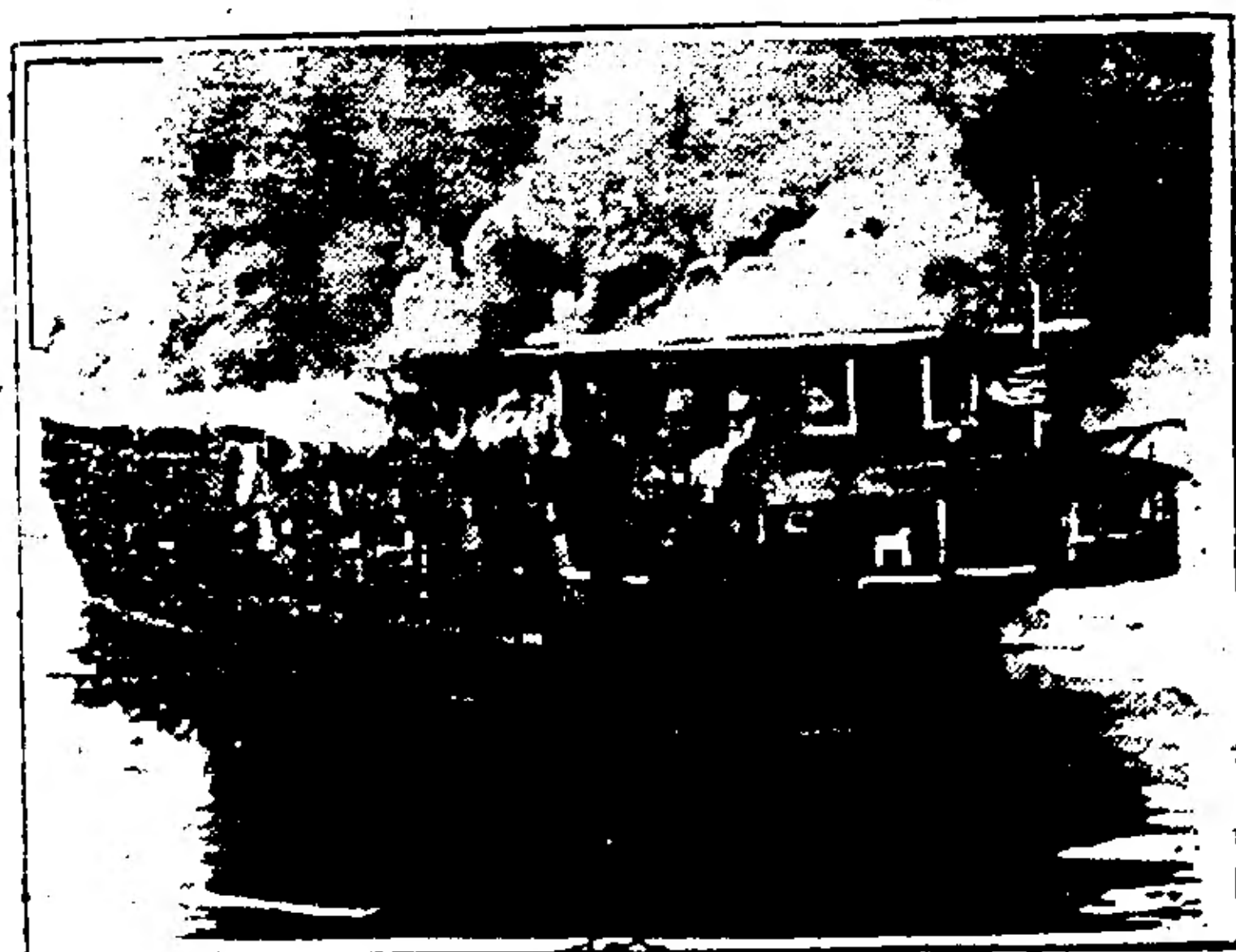
SHAMROCK IV.

Above is seen the hull of the Shamrock IV being overhauled. Below, the famous yacht is seen in full rig while on her trials in 1914. Although taken so long ago, this latter photo was only just been released.



STREET IN SPA.

A street in the Belgian town where the Allied Premiers are shortly to meet. The arrow indicates the Grand Hotel Britannique, which was the headquarters of the Armistice Commission.



WAR FREIGHTER'S END.

Above is seen the freighter Richmond, which belonged to the U.S. Navy 60 years ago, being burned on a beach for the value of her copper and brass.



MR. HERBERT SAMUEL.

who has been appointed High Commissioner to Palestine.



FAMOUS CINEMA STARS.

The latest photograph of Douglas Fairbanks and Mary Pickford.

DOINGS OF THE DUFFS

If Tom Is Wise, He'll Say No More About It.

BY ALLMAN

